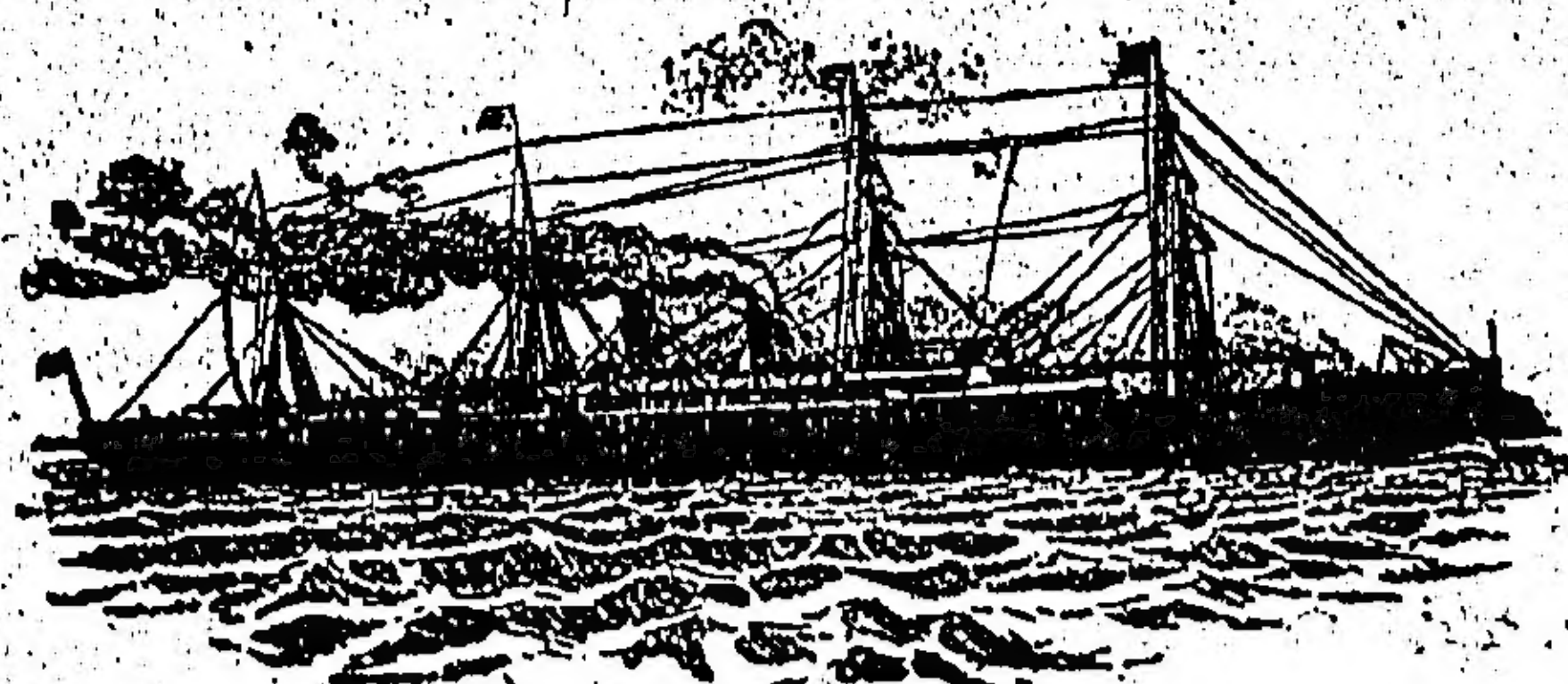


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU".....	TUESDAY, 17th June, at Noon.
"PERU".....	TUESDAY, 24th June, at Noon.
"COPTIC".....	THURSDAY, 3rd July, at Noon.
"AMERICA MARU".....	SATURDAY, 12th July, at Noon.
"CITY OF PEKING".....	SATURDAY, 19th July, at Noon.
"GAELIC".....	

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

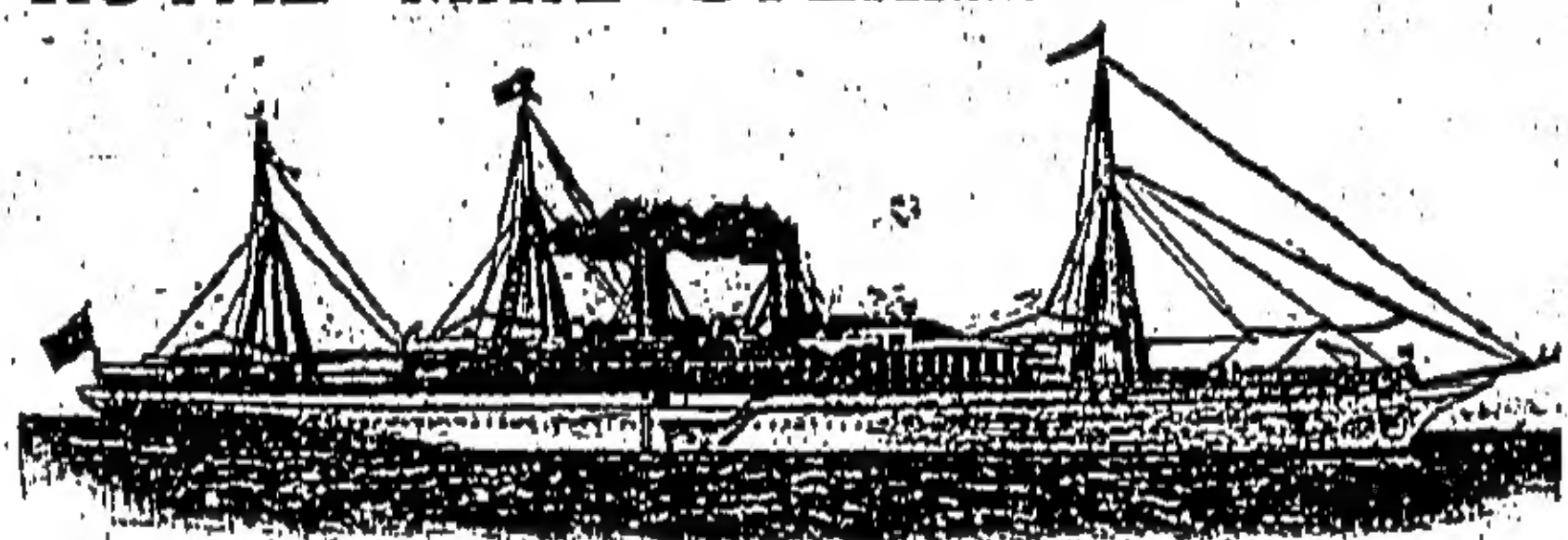
Merchants Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 7th June, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR.....	Comdr. E. Beetham, R.N.R. SATURDAY, 21st June.
"EMPRESS OF INDIA".....	Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 25th June.
"EMPRESS OF JAPAN".....	Comdr. H. Pybus, R.N.R. WEDNESDAY, 16th July.
"ATHENIAN".....	Comdr. H. Mowat, R.N.R. SATURDAY, 26th July.
"EMPRESS OF CHINA".....	Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th Aug.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 4th June, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	18th June. Freight.
STRASSBURG.....	MARSEILLES, HAVRE & HAMBURG. (Calling at SINGAPORE and Colombo).	1st July. Freight and Passengers.
Maden.....	HAVRE, and HAMBURG. (Calling at SINGAPORE and PENANG).	12th July. Freight.
SAMBIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and Colombo).	30th July. Freight and Passengers.
SILSIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th Aug. Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG. (Calling at SINGAPORE and Colombo).	28th Aug. Freight.
WURZBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and Colombo).	

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Building.

Hongkong, 9th June 1902.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"FARRAMATTA"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, and/or Company's Lighters where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo—

From London, &c., ex S.S. India.

From Persian Gulf, ex B.L.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 5th June, 1902. [4]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND SINGAPORE.

THE Company's Steamship

"CHUPRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, on SATURDAY, the 7th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.
Hongkong, 6th June, 1902. [622d]

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE,"

Captain Bindloss, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th June, 1902. [621d]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 6th June, 1902. [620d]

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA,"

Captain Schmidt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th June, 1902. [627d]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf Company's Godown, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 17th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th June, 1902. [630d]

GIRAUULT for TABLE DELICACIES by every Mail.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENURRET"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th instant, will be subject to rent.

No Fire Insurance has been effected.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 9th June, 1902. [611d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 10th June, 1902. [4]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILEZIA,"

Captain Bahl, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th June, 1902. [637d]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

CHEONG SHING.

No. 39, Queen's Road Central, (Opposite to Messrs. GAUFF & Co.)

Jewellery and Silver, Pearls and Jewellery.

Ware, Ivory Ware and Curios, Chinese Goods of all kinds.

And also General Exporters.

An inspection is respectfully solicited.

Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business. [50rd]

DENTISTRY.

SUI SANG,

(Late Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [629]

TAI LOONG.

1 and 3, Lyndhurst Terrace.

FOR FANCY MUSLINS and Piques, Flowered Delaine, Ladies' and Children's Shoes.

New Chiffon Hats.

Hongkong, 1st May, 1902. [502d]

RIGAUD'S White Violet EXTRACT.

This fugative and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co.

PERFUMES.

10,000 White Violets—equal rich bottle of Rigaud's Extract.

PARIS.

GIRAUULT for BEST FRENCH BREAD by every Mail.

GIRAUULT WINES, LIQUEURS, BEER and SPIRITS.

GIRAUULT for the Best Confectionery.

GIRAUULT for the Best Confectionery.

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THE REBELLION IN S-W OHILL.

The *Universal Gazette* contains the following from its Kaiting correspondent, with reference to the early portion of rebellion in southern Chihli:—On the 8th of May last, Governor Hsi Liang of this city received the following telegram from the Provincial Treasurer of Chihli:—
"The district cities of Kuangtung and Weishien have been captured by the rebels." After the receipt of this telegram, a petition was also received from the Chihlihsien of Lingchianghsien by the Governor, reporting that the people of his district, which borders the Chihli southwestern frontier, were in sympathy with the rebels and begging that troops be sent to him to overawe the malcontents. The Governor, therefore, at once ordered off two battalions to Lingchianghsien. H.E. also ordered the Major-General in command of the Hopti circuit to station extra troops at Changtse, Anyang, Neihuang and Liashien—also on the Honan-Chihli frontier—in response to petitions from the local officials of those cities who unanimously declared that the successes of the Chihli rebels had encouraged their people to become restless also.

JAPANESE EMIGRANTS TO HAWAII AND THE PHILIPPINES.

WARNINGS AGAINST OVER-SHIPMENTS.

Owing to the ease with which emigration to Hawaii can be undertaken the number of Japanese emigrants already despatched to the islands this year up to last month was about ten thousand, including males and females. As it was feared, however, that the immigration law might be more strictly enforced in the event of any more Japanese emigrants being sent to the islands, a notice was recently received by a certain firm in Yokohama interested in the emigration business to assume a cautious attitude. Another warning was also received to the effect that as regards emigrants to the Philippines, there is every indication that the Government in Manila will enforce the laws adopted by the home Government and will refuse landing to all labourers under contract with emigration companies. Apropos of this information, it is stated that a reaction is feared, following the lenient attitude which has resulted in the despatch of an enormous number of Japanese labourers to Hawaii. This year, some emigration companies are considering the advisability of discontinuing to send any more emigrants from July until September, but this scheme has not yet received the general approval of their colleagues—*Japan Herald*.

AN AMUSING FUNCTION ON BOARD THE "NEW YORK

TELEGRAMS

(REUTERS.)

REUTER'S TELEGRAMS.

THE SURRENDERS IN SOUTH AFRICA.

London, June 9th.
 Reuter's Pretoria correspondent says that a total of 4,552 Boers have surrendered to the British since the signing of peace.

AN ITALIAN DUEL.

In a duel with sabres at Rome, Signor Prinetti, Italian Minister of Foreign Affairs, slightly wounded Deputy Franchetti. The duel was caused by a dispute over parliamentary affairs.

LATER.

THE SURRENDERS IN SOUTH AFRICA.

Lord Kitchener reports the surrender yesterday and on Saturday afternoon of 2,500 rifles of which 448 were from Cape rebels. The remainder were principally from De Wet's men whose chiefs given for King Edward at the close were very hearty.

PRINCE CHENG IN ENGLAND.

Prince Tsai Cheng has paid a visit to Frogmore for the purpose of placing a wreath on Queen Victoria's tomb.

THE AMERICAN POLO PLAYERS IN ENGLAND.

The Hurlingham Polo team has won the second of the Polo matches against the American Visitors by 6 to 1. The game was a brilliant one.

(Mercury and Times Special Service.)

THE DERBY WINNERS.

LONDON, June 4th.

The Derby was won by Mr. J. Gubbins' *And Patrick*, J. Mui in up, by three lengths from *Rising Glass*, G. McCall up, second, *Prize Tuck*, M. Cannon up, third, and *Scipio* (favourite), Lenny up, fourth. The other starters were *Curry*, *Peking*, *Royal Ivy*, *Cardiac*, *Intruder*, *Cheer*, *Fooling Piece*, *Flotzel*, *Royal Lancer*, *Kearsage*, *Duke of Westminster*, *Waterwheel*, *Cassiuswood*, and *Robert le Diable*. There was rain all the morning. Their Majesties the King and Queen, T. R. H. the Prince and Princess of Wales and T. H. the Rajahs of Scindia and Kolhapur, were present.

(N. C. Daily News.)

WRECK OF A BLUE FUNNEL STEAMER.

LONDON, June 4th.

The Ocean Steamship Co.'s steamer *Ajira*, bound to Shanghai and Yokohama, touched a reef off Jeddah, in the Red Sea. The two holds are full of water, and the ship is beached.

COUNT MATSUKATA IN PARIS.

LONDON, 5th June.

When interviewing a representative of the *Paris Figaro*, Count Matsukata declared that he was not there for the purpose of negotiating a loan for Japan. The Emperor of Japan had specially instructed him to assure President Loubet of his sentiments of friendship.

DEPARTURE OF THE CHINESE MINISTER.

LONDON, 5th June.

H. Ex. Sir Chih Chen Lo Feng-lu, the retiring Chinese Minister to St. James's, sailed from Southampton to-day on his return to China.

(Der Ostasiatische Lloyd.)

CHOLERA IN TONGKU AND TIENTSIN.

TIENTSIN, June 5th.

Cholera has broken out in Tongku. Ten Chinese and one sailor of H. G. M. gun boat *Illis* are dead. Also one Chinese is reported to have died from cholera in Tientsin. Other reports about other cases have not yet been officially verified.

IN THE DOCK.

AT THE MAGISTRACY.

June 11th.

NOT REGISTERED.

For failing to register the births of children, three Chinese women and a man have been fined \$2; the Magistrate remarking that as it was the first case brought before him he would inflict only a nominal penalty.

THEFT OF CLOTHING.

A Chinese engineer of the s.s. *Tai On* was this morning charged by an Indian watchman with stealing a blue cloth, value \$10, from his cabin on board the steamer on the 10th inst. The defendant pleaded guilty and was sentenced to 3 weeks imprisonment.

GAMBLING AT NEW KOWLOON.

A strong cutter, a cook, and a tailor were this morning charged with gambling in the street at Cha Kwo Leng, New Kowloon. They were each fined \$3, and their gambling implements forfeited.

ALLEGED FALSE PRETENCES.

Li Sun, a money changer of 120, Queen's Road, was this morning charged with obtaining \$1,000 by false pretences. Mr. Dalmada e Castro appeared for the prosecution, and Mr. Grist for the defence. Mr. Hazlewood remanded the case until the 19th inst. defendant being allowed bail in the sum of \$1,000.

COTTAM & CO. FOR GENTS' BATHING GEAR.

FIGHTING IN THE THEATRE.

A Chinese cook and a police were this morning charged by P. C. Martin with fighting and creating a disturbance in the gallery of the Shing Theatre last night. The second defendant said they had a quarrel about a seat, and the culinary artist struck him. Their boxing contest cost them \$2 or 8 days.

SIKH V. MAHOMED.

Two Indian watchmen were this morning charged before Mr. Hazlewood, with fighting in Queen's Road Central on the early morning of the 8th instant. It appears that a watchman, employed at the *Daily Press* office, was going along Queen's Road when he met the watchman of Messrs. Levy Hermanos, who enquired of him what he was doing. He replied that he was going to the market to buy provisions. The Sikh replied "what! to buy pork?" and the Mahomed naturally resented to the joke and struck him with a stick he was carrying. The Sikh of course, retaliated, when a guardian of peace appeared on the scene, and marched them both to the Station. Another watchman in the employ of Messrs. Lane Crawford & Co. who was present at the fencing tournament corroborated the statement of the two fencers and eventually the magistrate bound them over in the sum of one hundred mexicans to keep the peace for six months.

FRENCH MAIL STEAMER.

ASHORE.

AT WOOSUNG.

Shanghai papers to hand report that during the stormy weather of the night of the 4th inst. the Messageries Maritimes steamer *Annam*, carrying the French mail of the 1st May, and which left Hongkong on the 2nd inst., went ashore on a rock near Guttsiaff, off Woosung. Her forehold quickly filled with water, and wrecking gear was speedily despatched from Messrs. Farnham, Boyd and Co's dock. A tender was sent to take off the mails and passengers, and shortly afterwards the vessel was refloated and anchored at Guttsiaff.

On the 7th inst. it was discovered that the bow part of the ship, was thirty feet immersed in the water, which filled the fore compartments. The vessel has since been beached, it being found that a lot of work will have to be done to her before she is in a fit state to be dry-docked up the river.

CORONATION CELEBRATION FUND.

The Hon. Treasurer begs to acknowledge with thanks receipt of the following subscriptions:

Already acknowledged	\$20,534.39
Meyer & Co.	250
Kelly & Walsh Ltd.	100
W. G. Humphreys & Co.	100
A. R. Martyn	100
Osaka Shosen Kaisha	100
Drs. Jordan, Swan & Gibson	75
Turner & Co.	50
A. H. Rennie	50
D. S. Dady Burjor	50
G. W. F. Playfair	25
A. Chee & Co.	25
A. G. Gordon	25
Mowbray S. Northcote	15
B. Brotherton Harker	10
W. H. Percival	10
Wm. Humphreys	10
Rev. J. H. France	10
Lau Chu Pak	10
H. P. White	10
Hon. A. M. Thomson	10
N. G. Evans	10
C. H. Grace	10
Ho Kom Tong	10
H. Shoolbred	5
Madame Lucia V. Peralta	5
A. Richards	5
J. S. Hagen	5
W. D. Sutton	5
A. P. Nobbs	5
T. P. Cochran	5
H. M. S. Man	5
John A. Ross	5
H. W. Fortesque	5
C. B. Edmondson	5
H. F. Chard	5
Jorge & Co.	5
Lo Ching Shiu	5
Harbour Office	5
Hon. R. Murray Rumsey	25
Basil Taylor	20
Jas. Macdonald	10
William A. Crane	10
J. L. de Salazar Alves	5
W. Orchar	5
M. McIver	5
A. P. Guterres	5
E. J. Meugens	5
J. Livesey	5
G. F. Taylor	5
A. C. Botelho	3
F. Plage da Silva	2
Lo Sing Lan	2
F. Colloco	2
Subscriptions under \$1	10
Medical Department	10
Dr. J. M. Alkinson	25
E. A. R. Laing	10
Frank Browne	10
Dr. John C. Thomson	10
Robt. Chapman	5
Nunley Sisters G.C.H.	2
J. R. Lee	2
Charles R. O'Brien	2
W. R. McKay	2
Jan Hawk	2
Subscriptions under \$2	10

\$21,883.39

THE NIPPON YUSEN KAISHA.

HALF-YEARLY REPORT.

The half-yearly Report submitted to the semi-annual meeting of the shareholders of the Nippon Yusen Kaisha, as translated by the *Japan Herald*, was as follows:—

DOMESTIC COASTING SERVICES.
 The rice crop last year was plentiful, but in consequence of the low prices ruling on the market the stock accumulated in productive places. The dullness was unprecedented for years past. Competition among carrying traders became severe. The tariff rate was lowered by ten per cent. The volume of shipments carried showed a falling-off of 36,000 tons as compared with the corresponding period of last year. One vessel was furnished to the Military Department during the half year under review. Three vessels which had been chartered from the preceding business year were discharged in a short time.

FAR EASTERN SERVICE.
 On the whole, the result of the business on these services was not so satisfactory as during the corresponding period of the last business year. There were sufficient cargoes on the Kobe-North China line but as many other vessels were plying on these lines, the tariff rate was naturally low, which prevented the earning of large returns. The Kobe-Corea-North-China line was unusually depressed as the trade between Japan and Korea was badly affected by the prohibition of the export of grain from Korea and also by the debased coinage in that country. The Kobe-Vladivostok line has not yet recovered its tone, since Japan's export trade with Vladivostok suffered a serious blow in consequence of the change in the Russian Customs Law. The condition of the Yokohama-Shanghai line was discouraging owing to the short crop of China raw cotton and shipments on this line had decreased and the tariff also reduced. The Shanghai-Tientsin line, which had been closed in consequence of the North-China disturbance was re-opened at the close of the period under review, as this was considered necessary to secure shipments from North China destined for Europe.

THE EUROPEAN LINE.
 On the outward voyages, the shipment of goods from this country increased, and more especially that of raw silk showed a remarkable advance. The amount of rice carried exceeded 14,000 tons. From January this year, European liners were appointed to call at Shanghai on their outward voyages, and they secured a good deal of cargo. But as it was inconvenient for these vessels to go up to Shanghai, arrangements are now being made to acquire land at Woosung and provide facilities for both European and American liners. Shipments from Hongkong increased, and those from Singapore and Penang did not differ materially from the corresponding period of last business year, while those from Colombo naturally decreased as there were large cargoes shipped from ports east of that place. On the homeward voyages on the European line, shipments of general merchandise destined for the East were not abundant, and although the volume of cargo carried did not differ considerably as compared with the same period last year, Government use and also low freight charges such as iron destined for the Strait Settlements, the revenue showed a decided falling-off.

THE AMERICAN LINE.
 As the result of the inauguration of the regular tri-weekly service with six vessels consisting of three ordinary and three auxiliary steamers, this line became very popular, and the volume of cargo carried to America from the East during the period under review nearly doubled as compared with the previous period, while that carried on the homeward voyages during the same period was also doubled as compared with the corresponding period of last business year.

THE AUSTRALIAN LINE.
 The newly constructed *Kumano Maru* was placed on this line during the period under review and replaced the *S. S. Rosella Maru*. But Japan's export trade with Australia was unfavourably affected by the enforcement of the new Customs Laws, while imports into Japan from Australia also decreased owing to short orders from the country, and the expected prosperity on this line was not realised.

THE BOMBAY LINE.
 The value of shipments from this country, was nearly the same as during the same period of last business year, except that exports of sundry articles from this country yearly, increased more or less. On the homeward voyages, there were large shipments of raw cotton owing to the recovery of the tone of the spinning business in this country. Besides three regular steamers, two other extra vessels were detailed, and foreign vessels were chartered six times. The aggregate amount of cargo carried reached the general average.

PASSENGERS.
 On the domestic coast and other Far Eastern lines, there were a fair number of passengers despite the fact that the period under review was unusually quiet owing to the winter seasons. On the European line, cabin passengers increased. On the American line, new vessels were detailed and regular services were increased, and there were a large number of passengers on both these lines. Compared with the corresponding period of last year, all the lines were encouraging.

RECEIPTS.
 The gross receipts during the period under review were ¥11,241,221; gross expenditures ¥7,803,734, leaving a balance of ¥3,437,487, which, deducting ¥1,184,230 for reserve and ¥14,695 for depreciation of buildings, etc., leaving a net profit of ¥2,238,511.

COTTAM & CO. FOR TRESS'S STRAW AND FELT HATS.

Co-day's Advertisement.

WANTED.

AN ASSISTANT MATRON for the Hospital for Soldiers' Wives and Children, Queen's Road.
 Applicants should apply in person, between 9 A.M. and 5 P.M. Daily, at the Station Hospital, Wellington Barracks.
 Hongkong, 11th June, 1902. [638d]

Notices of Firms.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
 NOTICE.
 MR. G. A. CALDWELL has been appointed ACTING SECRETARY of the Company during the ABSENCE of Mr. T. I. ROSE on leave.
 By Order of the Board of Directors,
 W. B. DIXON, Chief Manager.
 Hongkong, 6th June, 1902. [624d]

NOTICE.
 DURING my ABSENCE from the Colony I have from this date appointed Mr. JOHN ALLAN PATTERSON to act as my ATTORNEY in the Mana eman of my business and to sign the Name of my Firm of "E. C. WILKS & CO., p. pro. J. A. PATTERSON."
 Dated this 2nd day of June, 1902.
 E. C. WILKS.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.
 I HAVE This Day RESUMED CHARGE of the Company.
 By Order of the Board of Directors,
 A. SHELTON HOOPER Secretary.
 Hongkong, 30th May, 1902. [598d]

Intimations.
 SANITARY BOARD.
 OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 30th day of JUNE, 1902, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.
 By Order of the Board,
 G. A. WOODCOCK, Secretary.
 Sanitary Board Office, 1st June, 1902.
 NOTE:—The Western Division of the City lies to the West of Morrison and East Streets. [612d]

PEARL MIXTURE! PEARL MIXTURE!
 AN INSTANTANEOUS and EFFECTIVE cure for the OPIUM HABIT. OPIUM-FIENDS or those merely addicted to the Deleterious Habit, should always keep a bottle of the new Chinese Remedy.
 For Price and other Particulars, apply to
 AH PAI, Drug and Chemicals, CANTON, SEK SAT.
 DIRECTIONS:—To be taken at 3.33 in the morn. Will not bear the light.
 Hongkong, 9th June, 1902. [632d]

BRITISH NORTH BORNEO.
 WANTED.
 AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state Salary required to
 DIRECTOR OF PUBLIC WORKS, SANDAKAN.
 3rd February, 1902. [151d]

TUBORG BEER.
 A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
 PRICE \$10 per case of 48 bottles (quarts.)
 Special Prices for Quantities.
 Sole Agents—
 SIEMSEN & CO.
 Hongkong, 20th May, 1902. [593d]

WANTED.
 AN ENGLISHMAN with thorough knowledge of BOOKKEEPING, AUDITING, &c., also SHORTHAND and TYPEWRITING, desires position as above, or in any other business capacity, either Temporary or Permanent.
 Apply
 "NEGOCIO,"
 C/o The Hongkong Telegraph.
 Hongkong, 23rd May, 1902. [574d]

CORONATION CELEBRATION FUND.
 THE Undersigned will be glad to receive Subscriptions towards the above Fund. Lists may be found at the HONGKONG HOTEL, HONGKONG CLUB, HONGKONG DISPENSARY, Messrs. LANE CRAWFORD & CO., KELLY & WALSH, LD., W. BREWER & CO., and at the various Banks.
 J. R. M. SMITH, Hon. Treasurer.
 Hongkong, 7th May, 1902. [520d]

PUPILS WANTED.
 FOR PIANOFORTE or SINGING by a Lady, possessing the Diploma of the Guildhall School of Music and Trinity College, London, (Honours).
 Apply to
 "MUSIC,"
 C/o This Office.
 Hongkong, 24th May, 1902. [184d]

Hotels.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.
 For Terms, &c., apply to the
 MANAGER.
 Hongkong, 2nd July, 1900. [17]

GO TO THE KOWLOON HOTEL.

J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.
 HOTEL CENTRAL,
 No. 179, Settlement, Yokohama.

THE most centrally situated Hotel in Yokohama within five minutes of Hataha (Landing Pier), Banks, Post Office and Principal Foreign and Japanese Stores.
 French Cuisine. Airy and Spacious Bedrooms. Electric Light throughout. All steamers met on arrival. Tariff inclusive of board from 3 yen a day. French Spoken. English and French Billiards. Best qualities of Wines and Liquors.
 Telegraphic Address:—
 "VERISSEL," Yokohama.

L. VERISSEL, Proprietor & Manager.
 27th March, 1902. [570d]

THE CONNAUGHT HOUSE, QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.
 EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.
 Apply to
 F. A. SILVA, Manager.
 Hongkong, 24th May, 1902. [1339c]

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
 Under entirely new management.
 J. LACOCK.
 1075c]

"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.
 The strictest supervision as to food and cleanliness is exercised by a European Manager.
 57d] Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL.

Convenient distance from town, delightful situation.
 BOARD AND RESIDENCE.
 1075c]

Intimations.

NOTICE.
 THE SECOND VOLUME of BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/10 to 1/16 down to 1/84, is now on Sale at THE "HONGKONG TELEGRAPH" OFFICE. These Tables, which run in columns of 100, from £999 down to £1, and from 19/11 down to 1d or from \$999 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By this simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples:—
 To reduce £879.17.11 into Dollars at Exchange 1/10 1/16:
 £879. 0. 0. = \$9,561.925
 17. 11. = 9745
 \$9,571.671
 whereas with the other exchange books the process would be as follows:—
 £800. 0. 0. = \$8,702.550
 70. 0. 0. = 761.473
 9. 0. 0. = 761.974
 17. 0. 0. = 92.47
 11. = 92.97
 \$9,571.671
 or to convert the dollars into sterling at the same rate of exchange:
 \$9,000.00 = £827. 6. 10. 8
 571.000 = 52. 9. 9. 11
 671 = 1. 1. 1. 1
 £829. 17. 11.00
 but by other books it would be—
 \$9,000.00 = £827. 6. 10. 8
 500.000 = 45. 10. 3. 4
 70.000 = 6. 8. 8. 6
 1.000 = 1. 10. 1. 1
 600 = 1. 1. 1. 3
 70 = 1. 1. 1. 1
 1 = 1. 1. 1. 1

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.
 FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, Esq., M.C.
 TRUSTEES:
 Hon. J. H. STEWART LOCKHART, C.M.G., G. B. DODD, Esq., R. SHEWAN, Esq.
 SUBSCRIPTIONS:—Payable in Advance.
 \$7.50 Per Half Year.
 \$1.40 Per Month.
 The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference, and it is hoped to maintain it up to date.
 Intending Subscribers are requested to apply to
 CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordnance Office.
 Hongkong, 18th December, 1901. [1413c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR
 HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.
 Sole Agents for
 FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.
 Hongkong, 14th May, 1902. [148]

NEW VICTORIA HOTEL.

ROTISSERIE.
 Make a 12 Curls.
 CHOPS, STEAKS, &c., at any time between 7.30 a.m. and 11 p.m.
 Monthly Dinner at Moderate Rates.
 Madras & Farmer.
 Hongkong, 2nd September, 1901. [1958]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
 CHARTS and BOOKS.
 NAUTICAL INSTRUMENTS.
 Sole Agents for London and America's Watches and the highest quality of Swiss Watches, and for Violin and Bob's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
 No. 11 & 13 Queen's Road Central. [1]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
 J. EYES FLUID.
 UNDEVELOPED SOFT SOAP.
 AVOID ALL RISK OF OUTBREAK BY ITS USE.
 W. G. HUMPHREYS & CO., Bank Buildings, Hongkong, 9th March, 1902. [1]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI AND CHINKIANG.....	"WHAMPOA".....	12th June.
SWATOW AND SHANGHAI.....	"HANYANG".....	14th June.
CEBU and ILOILO.....	"KAIKONG".....	14th June.
PORT DARWIN, THURSDAY IS., TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & M'BOURNE.	"CHINGTU".....	16th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for New Zealand Ports.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DATE.
GLASGOW AND LIVERPOOL.....	"IDOMENEUS".....	14th June, 1902.
" "	"BARBODEN".....	19th " "
" "	"ATAX".....	27th " "
" "	"ULYSES".....	5th July, " "

HOMEWARDS.

FOR LONDON.

"STENTOR".....	1st July, 1902.
"ALCIVOR".....	8th July, " "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"INDRASAMHA,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

"INDRASAMHA".....	June 14.
"INDRAVELLI".....	July 14.
"INDRAPURA".....	Aug. 14.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*.....	"DAIGI MARU".....	T. Kitano	SUNDAY, 15th June.
FOR FOCHOW*.....	"ANPING MARU".....	K. Sudzuki	WEDNESDAY, 18th June.
FOR TAMSUI*.....	"DAIJIN MARU".....	T. Ogata	SUNDAY, 22nd June.
FOR ANPING*.....	"MAIDZURU MARU".....	T. Saito	WEDNESDAY, 25th June.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 11th June, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RAN-
GON, COLOMBO, ADEN, SUEZ and
PORT SAID.

(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"GISELA,"

Captain Calabrese, will be despatched as above

on SATURDAY, the 14th instant, P.M.

The steamer has capital accommodation for

passengers. Electric light and carries a doctor.

For information as to Passage and Freight,

apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 4th June, 1902. [530d]

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TYNOR, PORT DARWIN & QUEEN-

SLAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND

TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above

Ports, on THURSDAY, the 26th instant,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVI-

GATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 5th June, 1902. [600d]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above
to MORROW, the 12th instant, at 4.30 P.M.
This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th June, 1902. [618d]

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and

GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE,

and SOUTH AMERICAN PORTS up

to CALLAO.

Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENCIA, ALICANTE, AL-

MERIA and MALAGA.

THE Steamship

"BORMIDA,"

Captain Belsito, will be despatched as above

on FRIDAY, the 13th instant, at 10 A.M.

At BOMBAY, the Steamer is discharging in

VICTORIA DOCK.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 6th June, 1902. [617d]

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI,"

Captain R. W. Almond, will be despatched for

the above Port, on SATURDAY, the 14th instant,

at 4 P.M.

Highest Class Passenger Steamers, High

Powered, Newest and most up to date on the

run. All Accommodation Ample. Electric

Light and other Modern Improvements.

A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 10th June, 1902. [633d]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above

on TUESDAY, the 17th instant, at 4.30 P.M.

This Steamer has Superior Accommodation

for First class Passengers, is fitted throughout

with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 10th June, 1902. [635d]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA".....About 17th June.

"SHIMOSA"....." 2nd July.

"BRAEMAR"....." 10th July.

"ATHOLL"....." 10th July.

"HEATHBURN"....." 31st July.

"RICHMOND CASTLE"....." 31st July.

For Freight and further information, apply

to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 6th July, 1902. [639d]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain S. H. Nelson, will be despatched for the

above Ports, on FRIDAY, the 13th instant,

at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 7th June, 1902. [619d]

COMPAGNIE DES MESSEAGERIES

MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Blanc, will be despatched for the

above Ports, on or about SATURDAY, the 14th

instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th June, 1902. [1000c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH"

Captain R. Heintze, due here with the out-

ward German Mail about the 12th instant,

will leave for the above Places about 24 hours

after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 29th May, 1902. [6]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain Bellen, will leave for the above places

on SUNDAY, the 15th instant, at Daylight.

This steamer has capital accommodation for

passengers, electric light and carries a doctor.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 7th June, 1902. [600d]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above
to MORROW, the 12th instant, at 4.30 P.M.
This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th June, 1902. [618d]

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and

GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE,

and SOUTH AMERICAN PORTS up

to CALLAO.

Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENCIA, ALICANTE, AL-

MERIA and MALAGA.

THE Steamship

"BORMIDA,"

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on FRIDAY, the 13th instant, at 10 A.M.

At BOMBAY, the Steamer is discharging in

VICTORIA DOCK.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Intimations.

Intimations.



Throughout the Manufacture of this justly celebrated brand of Table Waters all ingredients used are guaranteed of purest quality. The machinery used is the most modern type and we have gone to great expense to erect our plant on latest scientific principles which has such a great advantage over the old process of manual labour still in vogue through the Colony, thereby further ensuring the purity of our products.

The Manufacture is under the personal supervision of a QUALIFIED ENGLISH CHEMIST, who has devoted years to bring this branch of the trade to perfection.

The Water used is analysed daily to ensure of its absolute purity, and when we say that our method of manufacture has been approved by Sanitary and Medical Authorities, it is in itself a sufficient guarantee.

WATKINS, LIMITED,
66, QUEEN'S ROAD CENTRAL.
Hongkong, 3rd May, 1902. [714c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th March, 1902. [10]

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. **THE CHRISTIAN BROTHERS.**
Hongkong, 22nd November, 1901

A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841.

**AERATED - -
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THE WATER used is **THE PUREST** that can be obtained, and is skillfully *Filtered on the most scientific principles.*

THE MACHINERY employed is of the latest design and most approved type.

THE BEST AND MOST EXPENSIVE INGREDIENTS only are used. **GUARANTEEING ABSOLUTE PURITY.**

ENGLISH EXPERTS
Manage our Factories and their practical knowledge and constant supervision enables us to produce waters of unrivalled excellence and purity.

A. S. WATSON & Co., LIMITED,
The Hongkong Dispensary.

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JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.

By Appointment to
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BANJOS
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"20th Century" and "Thoroughbred"

also

"WASHBURNS."

**MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.**

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.

Hongkong, 18th January, 1902

BIRTH.
On the 4th June, at Fleuri (Switzerland) the wife of P. ZURY, of a daughter (by wire).

DEATH.
On the 4th inst. at his residence, Rosemary Singapore J. RUD. HILF, aged 48 years.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, JUNE 11, 1902.

LOCAL AND GENERAL.

THE CRUISER Eudymon arrived from Nagasaki early this morning.

THE CORONATION CELEBRATION FUND has now reached \$2,885.39.

THE ENGLISH MAIL of the 10th May was delivered in London on the 8th inst.

THE ADDRESS to be presented to the King is now ready for circulation for signature.

CHOLERA AND PLAGUE returns for the twenty-four hours ended at noon to-day each show one case.

AN ENCOURAGING REPORT is to hand from the Rev. Dr. O. F. Wisner, on the work of the Christian College in China.

H.M.S. ALACRITY, with Admiral Sir Cyprian Bridge, K.C.B., on board, arrived at Shanghai from Japan on the 5th inst.

THE COLLISION CASE—The *Tai Cheong* and *Shramstad* collision case came to a close this afternoon. Judgment was postponed.

THE CZARINA—The Berlin *Lokal Anzeiger* states that the accouchement of the Tsaritsa is expected to take place in September next.

BOUNTIFUL HARVEST—The latest reports from Cabul state that everything continues quiet in Afghanistan, and that a bountiful harvest is expected.

A CORONATION COMMITTEE meeting is being held in the Legislative Council Chamber as we go to press. A full report will appear in our issue to-morrow evening.

WIRELESS TELEGRAPH IN CHINA—According to a native paper's syndicate proposes installing the Marconi system of telegraphy between Hankow and Wuchang.

TO-DAY being the Jewish day of Pentecost a few of the offices of the Jewish firms in the colony were closed. Last night a special service was held, and lasted until this morning.

THE DANISH WEST INDIES—The two Danish Chambers being unable to agree regarding the details of the sale of the Danish West Indies, the question has been shelved indefinitely.

THE KERSLAKE SCHOLARSHIP (£25) awarded at St. Mary's Hospital, London, for the best essay in Pathology and Bacteriology, has been gained by Dr. Gnoch Lean Tuck, a Penang Queen's Scholar.

THE INDO-CHINA S.S. CHANGWO is the first cargo carrying steamer to cross the Tungting Lake, a telegram having been received by the Agents at Shanghai that she arrived at Changsha on the 4th inst.

THE GUN AT THE PEAK was fired at a quarter past three this afternoon, announcing that the German mail steamer *Prinz Heinrich* had arrived from home. She was not expected until daylight to-morrow.

THE PACIFIC CABLE has reached Fiji, and the portion thus completed is 2,438 miles in length. The sections still to be laid are from Fiji to Fanning Island (2,181 miles) and from Fanning Island to Vancouver (3,653 miles.)

TIME DOES NOT PERMIT of our reviewing in this issue, the report on the question of the housing of the population of Hongkong, which is published, together with a new Bill, in an extraordinary number of the *Government Gazette*. We hope to deal with it to-morrow.

THE HONGKONG MANILA CABLE—We are informed that the Hongkong Manila cable was interrupted this morning, by the cable ship, in making further repairs. These will probably be completed this evening, but there is delay on the traffic to and from the Philippines.

TOO PRECIOUS TO LOSE—Commenting on the fact that a girl had committed suicide in London with her hat on, a Metropolitan coroner remarked recently that nineteen out of every twenty females who drowned themselves first of all removed their hats. Their lives they might take with indifference, but their hats were too precious to destroy.

SHANGHAI MASONS AND THE CORONATION—A number of past and present masters of lodges working under the British constitutions have met at Shanghai for the purpose of considering how they should commemorate the coronation of the King. It was eventually decided that the most fitting way to celebrate the event would be for the British Masons to found a permanent fund as a mark of loyalty to their sovereign and Past Grand Master.

AN X-RAY PHOTOGRAPH of any portion of the human body can now be taken perfectly in one second, instead of the tedious and exhausting exposure of from half an hour to sometimes two hours. This (says a London writer) is the latest triumph of Dr. H. P. Fritz, of Chicago. "One of the greatest features of the new discovery is the aid it gives the surgeon in critical cases, when a patient is very ill or nervous, and long exposures frequently resulted badly."

OLD ALE—St. Culbert Quiller, M.P., who visited Egypt recently for the benefit of his health, claims to have established beyond dispute that ale, as mentioned by Herodotus, was brewed in Egypt 2,000 years ago.

DEWEY DAY—It has been remarked that "Dewey day"—the anniversary of the destruction of the Spanish fleet in Manila bay—passed, this year without the slightest recognition in any part of the United States.

THE STEAMERS DIAMANTE AND ESABERADA which for years past had been plying between Hongkong and Manila, have now been purchased by the Ban-Seng Ann firm of Saigon, rice-millers, says the *Strait Times*.

NO PASSAGE—Wellington Street, opposite the Central Fire brigade station is still blocked as no attempt has been made to remove the masonry and rubbish, which fell in the thoroughfare on May 18th, the night of the last big fire.

KODE AND THE KING—A proposal is on foot among some leading Japanese residents of Kobe, says the *Chronicle*, make a presentation to King Edward of a few Japanese articles of *virtu* as a token of respect from Kobe citizens on the occasion of his Coronation next month.

ANOTHER TRUST—A Laffan message from New York states that the White Mountain Paper Company, with a capital of \$5,000,000, has been organised to build the largest pulp plant in the world. It will compete with the International Paper Company, which is known as the "Paper Trust."

THE REBELLION IN KWANGSI—According to Japanese reports the rebels in Kwangsi have been heavily defeated by the Government forces near Nanning-fu. Whether the report is true or not it seems certain that the southern uprising is assuming alarming magnitude and the situation is very serious.

PICTURESQUE MARTINIQUE—Martinique has been described as the most picturesque in outline and the most interesting of all these wonderful Caribbean—the central bead in the great necklace that encircles the throat of the Caribbean Sea, and the most prosperous of these unhappy isles, which have been the grand arena of a war of races. Every island is strewn with old cannon and picturesque ruins of antique battlements, which attest the days when individuals and nations preyed upon the Spanish main and fought for these gems of the sea.

EUROPE'S CURSE—Sir Wilfrid Laurier has made a speech which discussed in political circles as it is a direct reply to Mr. Chamberlain's recent oration in Birmingham. Referring to Imperial defence, the Canadian Premier objected to bring Canada into the vortex of militarism which was Europe's curse. With regard to the corn duty in England he said it altered the position of the mother country towards the Colonies and made preference possible. He could not see why Mr. Chamberlain invited discussion at the forthcoming Conference of Colonial Premiers in London unless he had something to propose.

CHURCHMEN ARE GRATEFUL to the Prime Minister of All England for his timely intervention which has resulted in the King not being sworn in on a mutilated Bible at his Coronation. The British and Foreign Bible Society had proffered a gift to His Majesty of a Bible for the purpose which did not include the Apocrypha, and did not, therefore, contain the Church's lectionary. The Archbishop pointed this out to Lord Northampton, the president of the Society; and inasmuch as the Society decline to supply the apocryphal books it has been arranged that the King shall accept the Society's Bible merely as a memento of his Coronation.

A DANGEROUS CUSTOMER, rejoicing in the name of Mahomed Sherret, spends much time in gambling, and, when luck is bad, he loses his temper and gets into trouble. This afternoon he was at Tai-ping-shan trying to make money without working. He gained nothing, lost all he had, and aired his wrath upon some comrades, who he threatened to kill with a dangerous looking knife which he flashed around him. His friends, bolted, but the brave Egyptian was not to be outwitted, so turned the point of the blade upon himself. Fortunately a Sanitary Inspector was close by and managed to get hold of the man before any serious damage resulted. To take Mahomed to the Central Police Station occupied but little time, and eventually he was sent on to the Hospital for enquiries to be made.

TROPICAL TWILIGHT—The prevalent idea that tropical twilight is very brief—not more than 15 or 20 minutes—is corrected by Mr. S. I. Bailey, who states that in general the light does not fade away until the sun has sunk about 18 degrees below the horizon. The time varies with the latitude, and the North Pole has about six months of daylight, followed by nearly two months of night. In summer, places beyond 50 degrees of latitude have twilight followed in turn by more than two months of night. In summer, places beyond 50 degrees of latitude have twilight from sunset to sunrise. In the temperate zones the duration is from an hour and a half to two hours; and even in the tropics, where the sun's descent is vertical, more than an hour is necessary for reaching the point stated. Actual observation shows that tropical twilight is never less than an hour, usually much longer. At Arequipa, Peru, whose height is 8,000 feet and clear atmosphere favour very short twilight, the light of the sky casts a faint shadow 70 minutes after sunset.

THE WIDTH OF THE STREETS is readily appreciated because it facilitates traffic, and for that reason there is of recent years no difficulty as a rule in obtaining ample separation of houses facing a street, but the importance of the space behind houses and the necessity for a similar amount of space exists in the street before another house is permitted to be built in the rear. It is not so manifest and consequently there is always a tendency on the part of property owners to curtail this space, the greater their success in curtailing the more unhealthy does the locality become. Wide

COTTAM & CO. FOR SUN HATS

REPORTED TRIPLE COLLISION AT SAIGON.

HONGKONG VESSEL DAMAGED.

Last evening the Hop Fat Hong received a telegram from Saigon reporting that the steamship *Sirius* had collided with the *Elie*, and that it would take a week to repair the latter ship. Earlier in the day news had been received by the East Asiatic Trading Company to the effect that the steamer *Piccola*, which was at anchor at Saigon, had been in collision with the *Sirius*, and was so severely damaged about midships that she continued to leak. The advice added that the damage had not been ascertained, but the *Piccola* would be obliged to dock. In view of these reports, it is evident that a triple collision has occurred at Saigon, though it is quite possible that a mistake may have been made in the names of the steamer, and the telegrams refer to the same accident. The *Piccola* is a vessel of 1,75 tons gross, and was built at Hamburg, in 1881, by Messrs. Blohm and Voss. Captain Moeller is master. The East Asiatic Trading Company have heard, through Chinese sources, that about 60 to 70 tons of cargo was aboard at the time of the collision. The *Elie* is a "Jensen" and Co.'s steamship, of 1,419 tons, chartered by the Hop Fat Hong. She recently left Hongkong for Saigon via Swatow and had on board a number of Chinese passengers and a general cargo. With regard to the *Sirius*, she is probably a French trading steamer, but as there are so many steamers of that name plying on the China coast it is difficult to ascertain for certain on the meagre news to hand regarding her.

THE HOUSING OF HONGKONG'S POPULATION.

REPORT ON THE QUESTION.

Prof. W. J. Simpson and Mr. O. Chadwick have submitted to the authorities a conjoint report on the question of the housing of the population of Hongkong, and have also drafted a Bill on the subject, which will shortly be introduced into the Legislative Council. From the report, which was published in the *Government Gazette* last evening, we take the following:—

The insanitary areas in Hongkong have been formed, first, by the crowding together of too many houses on too small a space; secondly, by sanitary defects in the design of dwelling houses; and thirdly, by overcrowding of the inhabitants in these houses. The crowding together of too many houses on too small a space has been effected by the construction of narrow streets and lanes and by the omission to provide adequate open space in the rear of houses in the shape of back-yards and back-lanes. The houses have thus been brought into close proximity to one another instead of being well separated with ample space between them. The conditions vary in intensity according to the age of the built-over areas. The worst conditions are to be found where back to back houses have been constructed or where the lane between the rear of houses is not more than 6 or 8 feet wide. In either case neither light nor ventilation is accessible from the back, while only a very inadequate amount is obtainable from the narrow street or lane in front owing to the height of the houses being out of all proportion to the width of the street or lane. Similar unhealthy conditions occur when the rear of the house abuts on the hillside with the additional circumstance that the house is rendered damp during the rains from percolation of water from the hill.

The best conditions are to be seen in the newest localities, more especially in Kowloon where the houses are separated from one another by wider streets and where back-yards or back-lanes and in some cases back-yards and back-lanes are provided, but even here, though a great improvement on the old areas has been effected and, in that respect, the

CONDITIONS ARE MORE HEALTHY, yet as will be shown later the separation is not to such an extent as to prevent the areas when completely built over becoming more or less insanitary and bearing a resemblance in a minor degree to the insanitary areas of the old period. Between the old and the new localities there is every variety of density, and as the density of the houses approximates more to the one or to the other, so do the insanitary conditions vary. Houses like individuals require a certain amount of space to themselves to be healthy, and if that space is encroached upon in any way and the houses are brought in close proximity to one another without compensating arrangements for adequate ventilation and exposure of the rooms to sunlight, it is only a matter of time for the locality to become unhealthy.

The necessary amount of separation of houses where property is valuable and where a large population is to be housed is usually secured by regularly laid out streets which bear a proportion in their width to the height of the houses facing them and by a definite proportion of back-yard and back-lane in the rear which also bear in their width a relationship to the height of the house as well as to its roofed over area.

The importance of the width of the streets is readily appreciated because it facilitates traffic, and for that reason there is of recent years no difficulty as a rule in obtaining ample separation of houses facing a street, but the importance of the space behind houses and the necessity for a similar amount of space exists in the street before another house is permitted to be built in the rear. It is not so manifest and consequently there is always a tendency on the part of property owners to curtail this space, the greater their success in curtailing the more unhealthy does the locality become. Wide

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streets in front of houses, without wide spaces leading to separate them from the houses in the rear, do not provide sufficient air space to secure a healthy locality.

SANITARY DEFECTS IN THE DESIGN OF CHINESE HOUSES.

The defects in design of houses which contribute to their unhealthiness, are caused by their great depth without lateral windows, the position of the kitchen in relation to the dwelling house, the position of the back-lane in relation to the kitchen and the dwelling house, the construction of rooms or basements against or too close to the side of the hill and the division of rooms into cubicles. All of them serve to obstruct the light and free circulation of air so necessary for a healthy dwelling.

Besides the close, narrow and ill ventilated streets and lanes, formed by the process of erecting too many houses on too small a space, the structure of the houses and of their interior is not in accordance with sanitary principles. The newer houses are often worse in this respect than the older, for at one time the tendency was to build shallow houses from which sunlight and fresh air were excluded in consequence of other houses being built later in too close proximity to them. As time has gone on the houses have generally become deeper and deeper, until there are being erected on the Praya Reclamation back buildings of from 75 to 90 feet each in depth with an extra 10 feet of verandah in each encroaching on the public street.

BASEMENTS AND BUILDINGS ABUTTING ON HILLSIDE.

In Hongkong the tiers of streets which run from east to west, and which have been cut out of the hill-side favour the building of houses, which on one side of the street have their rear brought close to the side of the hill and which on the opposite side, have the lowermost storey below the level of the street thus forming a basement. If the plots of land abutting on the street are of considerable width two rows of houses are built with a narrow intervening lane between the rows. It is very seldom that an adequate amount of space is provided between the rear of the house and the hill-side, or a good sized area between the street and the basement. As a rule the rear of the house is brought close to or forms part of the hill-side, and the basement has for one of its sides the retaining wall of the street, or is built up in close juxtaposition to it, with a small area of a few feet encroaching on the street pathway and covered by a grating, which is intended to give light and ventilation to the basement. If a building is in rear of the basement, which is frequently the case, the entrance of light and air is still further excluded from the basement.

VERANDAHS.
The large masonry verandahs three and four storeys high, encroaching on the public streets to the extent of 10 feet on each side, lessen the width of the streets and at the same time darken the rooms of the houses, especially of the two lower floors. If all new verandahs encroaching on the public way should not be allowed. Many houses have not these masonry verandahs, but have small balconies of a lighter structure on their own land. If a builder desires to attach verandahs to his house he should be allowed to do so only on condition that the verandahs do not encroach on Crown land. Similarly so in regard to balconies. The erection of balconies on narrow streets only renders these streets narrower and should be discontinued.

GENERAL STATEMENT REGARDING DESIGN OF CHINESE HOUSES.

From the foregoing it will be gathered that the Chinese tenement houses in Hongkong differ in style from the European. They also differ from the ordinary Chinese house in Canton or other Chinese city, where the buildings are not more than two storeys in height and often not more than one. By some gradual process of evolution they have taken on the worst features of both kinds of houses and none of their. The tenement houses in Hongkong consist of several storeys, each storey containing one long room lighted at each end by a window, but without lateral windows. Each room is subdivided into cubicles called cubicles, which accommodate an entire family. The room on each floor communicates in the rear by a bridge with the kitchen which is separated from the house by a small yard and in front with a masonry verandah which encroaches on the public street, and which being separated by partitions from the adjoining house, is used as an additional room for the house.

OVERCROWDING.

There are two kinds of overcrowding in Hongkong—one produced by the close proximity of the houses, crowding the occupants of the houses on a small area, the other by too many inmates occupying one house.

In a tropical country and with an Eastern population whose tendency is to herd together, the conditions are no different from those prevailing in England that it is desirable not only to have definite rules laid down for all classes of native dwelling houses, but also to fix the minimum at a proportionately higher level. This view was taken by one of us in 1888, and it was then recommended that 600 cubic feet of air space should be the minimum allowance per head of square feet of floor space per head of the minimum required in India for all jails.

In order that the unhealthy areas of Kowloon and the New Territory shall not get into the same insanitary and overcrowded state as the City of Victoria, it is important that they should be laid out on definite lines, and with this object in view it is recommended that a map should be drawn showing existing and proposed streets and convenient places planned out, on lines which will ultimately have the streets built on secure a healthy and well ventilated area.

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Shirts, Collars.
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Fancy Leather Goods.
Toys and Games.
Mats and Rugs.
Overmantles, Mirrors, &c.

LADIES DRAPERY AND FANCY DEPARTMENTS.

NEW WHITE WASHING COLLARETTES AND FRONTS.

LACE TIES WITH COLLAR ATTACHED, QUITE NEW. BOTH WHITE AND ECRU.
A CHOICE ASSORTMENT OF HAND MADE LACE COLLARETTES, ALSO THE NEW
APPLIQUE NET COLLARS.

NEW STOCK OF LACES AND INSERTIONS. PARASOLS IN ALL THE LATEST STYLES,
CHIFFON AND NET RUFFLES.

LADIES DAINTY, EMBROIDERED HANDKERCHIEFS; ALSO PLAIN HEMSTITCHED DITTO.
NEW SPOTTED CHIFFON FOR TIES ETC. CHOICE VARIETY IN FLOWERS
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NEW SUMMER MATERIAL "CREPOLINE" IN ALL DAINTY SHADES.
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NEW CRETONNES, REPPS AND SERGES, NEW CARPETS, SQUARES, AND RUGS.

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COOKING AND HEATING STOVES AND RANGES. OIL STOVES AND LAMPS, REGISTERS,
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PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR

GAMES IN GREAT VARIETY.

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This section of our business is a new venture and has met with extraordinary success during the past 7 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the
knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most
Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is
necessary viz GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

May 28th.

G. HICKFORD
MANAGER